WHAT IS CLAIMED IS:

1. A method of controlling an automated transmission of a motor vehicle having an engine controlled by an accelerator pedal whose degree of depression is expressed as a pedal-depression value, wherein a gear-shifting strategy of the transmission is determined based on at least one shift characteristic, said method comprising the steps of

- determining at least one of the pedal-depression value and a driver-demanded torque which is calculated by an engine control unit,
- evaluating the at least one shift characteristic by taking said at least one of the pedal-depression value and driver-demanded torque into account as an input quantity for said evaluation, and
- determining the gear-shifting strategy based on said evaluation.

2. The method of claim 1, wherein said pedal-depression value and driver-demanded torque are taken into account by using a mixed quantity composed of the pedal-depression value and driver-demanded torque.

3. The method of claim 2, wherein in said evaluation of the at least one shift characteristic, the mixed quantity is entered as an argument.

4. The method of claim 2, wherein the mixed quantity is composed so that

- the mixed quantity depends substantially on the pedal-depression value when the pedal-depression value is large, and
- the mixed quantity depends substantially on the driver-demanded torque when the pedal-depression value is small.

5. The method of claim 3, wherein the argument is determined by means of the equation:

A = PW for values of PW > PW_MAX, wherein

- PW_MAX represents a maximum pedal-depression value in %,
- PW represents the pedal-depression value in %, and
- A represents the argument.

6. The method of claim 5, wherein the maximum pedal-depression value PW_MAX indicates a threshold value, so that for values of PW > PW_MAX the driver-demanded torque has no influence on the argument.

7. The method of claim 3, wherein the argument is determined by means of the equation:

$$A = PW \times (PW\_MAX - PW) \times (MM - PW) / DENOMINATOR + PW$$

for values of $PW < PW\_MAX$,

wherein

- DENOMINATOR represents a parameter that determines a degree of influence of the engine torque,
- MM represents the driver-demanded torque in %,
- A represents the argument,
- PW represents the pedal-depression value in %, and
- PW_MAX represents a maximum pedal-depression value in %.

8. The method of claim 7, wherein the maximum pedal-depression value PW_MAX indicates a threshold value, so that for values of $PW > PW\_MAX$ the driver-demanded torque has no influence on the argument.

9. The method of claim 7, wherein the parameter DENOMINATOR determines said degree of influence of the engine torque in such a manner that a large value of DENOMINATOR is associated with a small degree of influence of the engine torque.

10. The method of claim 1, wherein the driver-demanded torque is determined by taking traction torques into account.

11. The method of claim 5, wherein a value of substantially 70 percent is selected for the maximum pedal-depression value.

12. The method of claim 7, wherein a value of substantially 70 percent is selected for the maximum pedal-depression value.

13. The method of claim 7, wherein a value of substantially 3.000 is selected for the parameter DENOMINATOR.